

Imperial*Material*www.ioanc.com

FOUNDED 1977

Special points of interest:

- Member Spotlight
Tony Bevacqua
- WPC National Meet
- Lunardi's Island BBQ
- Members Across the
Miles: Dan Melnik
- Trunk Treasures/
Imperial Club's Greatest
Tour October 1978
- Time to start thinking of
Renewing your IOANC
Membership 2010 (see
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MEMBER SPOTLIGHT: TONY BEVACQUA

Meeting Tony Bevacqua for the first time, one would definitely notice a demeanor exuding with quiet confidence. His many accomplishments are stellar, and spy worthy. I am proud to share his story, and that he lives to tell it. Here is the rest of his story.

Tony was born in Cleveland, Ohio on October 7, 1932 to Sicilian immigrant parents. I asked Tony if his parents had a special interest in cars, and if his interest in cars was inherited. Tony joked that he was born in the dark ages, and the only family car was a 1931 Chrysler 4 door that his Dad bought brand new. His dad kept the car until 1950 when it was traded for a 1948 Plymouth. It was nice to know his dad enjoyed Mopars, but "no" Tony did not have an interest in cars until his senior year in High School.. His first car was a 1936 Ford V-8 coupe with a cracked block, which he bought his senior year in High School. It ran, and he drove it.

Tony joined the US Air Force February 29, 1952, 19 months after graduating from high school. Kids often dream of what they want to do and be when they 'grow up'. Knowing his incredible 'history', that I will share with you, I asked Tony why he decided to join the Air Force. Tony's answer was simple. He just wanted to avoid being drafted into the Army. He shared that he never rode in a plane or never made a model plane. He just knew that whatever he endeavored, he wanted to be "The BEST that he could be". Tony said he was EXTREMELY fortunate to get into pilot training. (continued on Page 3)



**Tony pictured in the SR-71 he flew at
Beale AFB logging 738 flight hours.**



IOANC Presidents Column

DAVE LABHARD



THE WPC MEET HAS COME AND GONE. IT WAS ANOTHER VERY HOT CENTRAL VALLEY SUMMER DAY AT HAGAN PARK IN SACRAMENTO. THE IOANC WAS WELL REPRESENTED AT THE SHOW BY THE MEMBERS WITH THEIR IMPERIALS. THE SHOW CLASSES WERE JUDGED BY YEAR OF VEHICLES NOT BY MAKE OR MODEL. WE PUT OUR IMPERIALS AGAINST OTHER MAKES OF CHRYSLERS AND SHOWED THE FOLKS WHAT REAL CLASS DESIGN AND LUXURY IS. THE IMPERIALS AS A BRAND/CLUB DID VERY WELL, RECEIVING AWARDS IN MANY DIFFERENT CLASSES AND WERE RECOGNIZED AT THE AWARDS DINNER. THANKS TO ALL THE MEMBERS WHO WERE ABLE TO PARTICIPATE. IT IS IMPORTANT THAT WE MAKE A GOOD SHOWING AT THESE EVENTS IN ORDER TO GET THE WORD OUT ABOUT THE IMPERIALS AND RECRUIT NEW MEMBERS TO THE IOANC. AS A DIRECT RESULT OF THE CAR SHOWS THIS YEAR WE HAVE BEEN ABLE TO INCREASE OUR MEMBERSHIP, MAKE NEW FRIENDS AND PROMOTE THE VALUE OF BEING A MEMBER OF THE IOANC.

CAM AND I ARE LOOKING FORWARD TO THE FALL TOUR TO SEQUOIA - KINGS CANYON NATIONAL PARK. I CAN'T WAIT TO HIT THE ROAD AND CRUISE IN THE "55". AS USUAL JOHN TENNYSON HAS PLANNED ANOTHER GREAT TRIP.

THE IOANC ANNUAL BOARD OF DIRECTORS MEETING AND LOCAL TOURS WILL BE IN BENICIA ON SATURDAY NOVEMBER 7TH. WE HAVE A TENTATIVE RESERVATION FOR THE LUNCH/MEETING AT THE UNION HOTEL ON 1ST STREET IN OLD TOWN BENICIA. I HOPE YOU WILL JOIN US; IT IS YOUR OPPORTUNITY TO PROVIDE INPUT INTO THE IOANC OPERATION.

BENICIA — IOANC ABM - NOV. 7TH



SPOTLIGHT: Tony Bevacqua (continued from Page 1)

The USAF required a minimum of two years college, and Tony had NONE. In his words, "The first day after arriving at basic training we had a full physical. Half way through, they stopped us to make an announcement that the USAF needed pilots and navigators (Korea War was on), and the minimum requirement [now] was a high school graduate. I raised my hand, and yes, the rest is "history"." Tony graduated from the Aviation Cadet Pilot Program in April 1954, and was rated and commissioned on the same day.

His first assignment was to fly with the 508th Strategic Fighter Wing, at Turner Air Force Base, in Georgia, flying the F-84 G and F-84F. These planes were the straight-wing Thunderjet, and swept-wing Thunderstreak, American-built turbojet fighter-bomber aircraft. Advancement of technology soon made the fighter-escort wings no longer necessary, and they were inactivated. Tony shared that he volunteered for an assignment to the 4080th Strategic Reconnaissance Wing. The aircraft he was to fly was the U-2! A single-engine, very high-altitude surveillance aircraft flown by the United States Air Force and previously flown by the Central Intelligence Agency. It provides day and night, very high-altitude (70,000 feet/21,000 meters), all-weather surveillance. The aircraft is also used for electronic sensor research and development, satellite calibration, and satellite data validation. (Thrill seekers reading this might be saying "Be still my beating heart")!!



Marilyn and Tony -
Christmas 2008

Tony flew the U-2 from 1957 to 1965. He starting flying the U2 at Groom Lake – Area 51 starting March '57. In June '57 the 1st 6 U-2's were flown to Laughlin AFB, historically the first U2 base. All training was done out of Laughlin until 1963, when his unit moved to Davis-Monthan AFB, in Tuscon, AZ. After accumulating 2002 flight hours, he left the U-2 program, the summer of 1965. He then went to Air Command and Staff College in Alabama before arriving at Beale AFB, where he flew the SR-71 and accumulated a total of 738 flying hour between 1966 and 1973. He retired as Lieutenant Colonel United States Air Force on March 31, 1973.

Tony and his lovely wife Marilyn have been married 53 years. They celebrate full lives with their wonderful family of five children and nine grandchildren. Upon their arrival in California in 1966 when he was stationed at Beale Air Force Base, they settled into their local community, and Tony still remains very active. Since voluntarily retiring from the USAF, he worked in Mortgage banking, and has been active with hobbies that include racquetball, spectator sports, volunteer work, and civic/charitable organizations.

Among the Collectibles cars that Tony owns, is his beautiful 1956 Imperial 4-door Sedan, you see pictured. He received First Place at the Mopars in the Park 2009, in the Imperial Division. I asked Tony why he was attracted to this Collectible, because when one collects anything, much thought goes into choosing. Tony says of his 1956 Imperial, "I loved the looks and the condition and the hemi part. It came to me better than it was advertised!! "

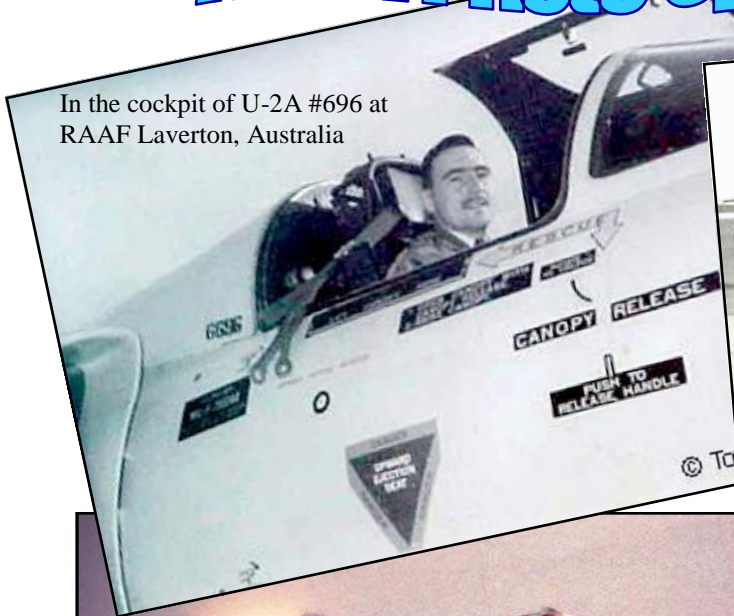
WOW! What a story, huh?? Tony Bevacqua, has lived his life "**being the BEST he could be**". He gives back to his community, friends and family. We are pleased that Tony chooses to be a member of IOANC.



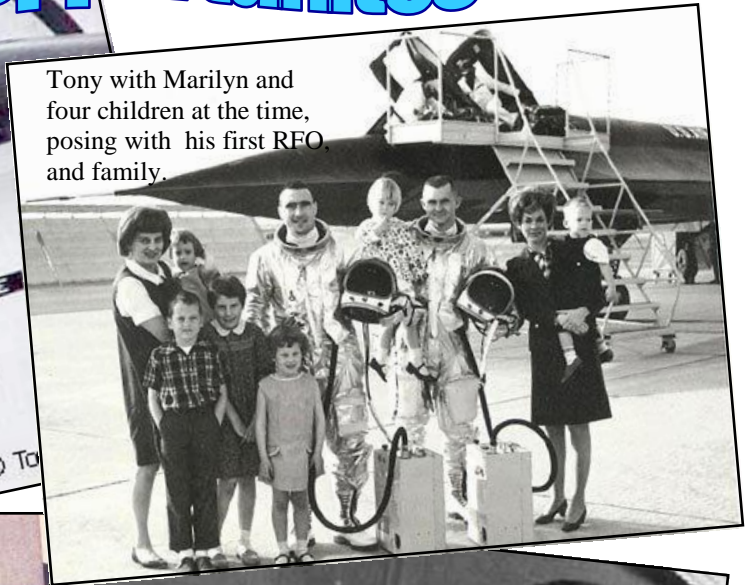
What a Beauty! Tony's 1956
Imperial Sedan

A few Photo Opportunities

In the cockpit of U-2A #696 at
RAAF Laverton, Australia



Tony with Marilyn and
four children at the time,
posing with his first RFO,
and family.



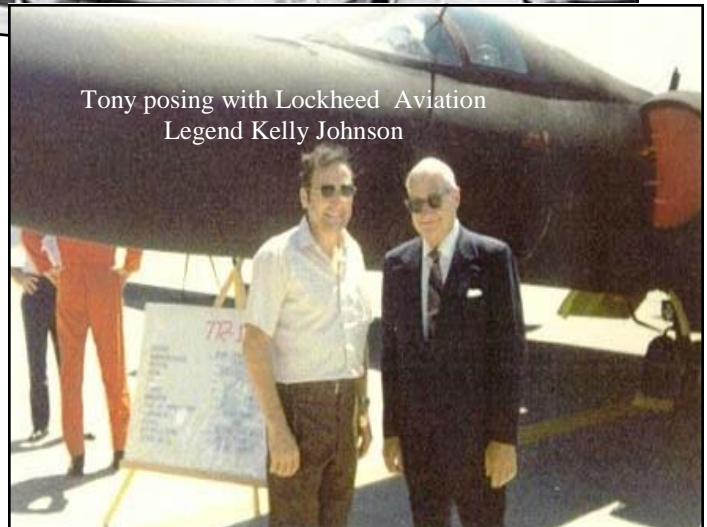
Tony and Astronaut Neil Armstrong



Shaking hands with "The Duke-John Wayne



Tony posing with Lockheed Aviation
Legend Kelly Johnson



Tony has enjoyed many accolades, awards, and photo opportunities with the likes of John Wayne, Neil Armstrong, and Kelly Johnson, "Lockheed Aviation Legend". To read more of his adventures, please access the website dedicated to his lifelong achievements.

References:

[http://www.roadrunnersinternationale.com/
bevacqua.html](http://www.roadrunnersinternationale.com/bevacqua.html)

http://en.wikipedia.org/wiki/F-84_Thunderjet

[http://www.fas.org/programs/ssp/man/uswpns/air/
special/u2.html](http://www.fas.org/programs/ssp/man/uswpns/air/special/u2.html)



40th Annual WPC Club Annual Meet

Sacramento, California July 21 - 25, 2009

The Walter P Chrysler (WPC) National Meet held in Sacramento, Ca. from July 21 through July 25, was incredible eye candy for Mopar enthusiasts who attended. There were just over 100 entries, and the interesting way the Mopars were presented and judged was by Year. Side by side, you could view all Mopars made in any particular year. Beautifully restored, or miraculously well cared originals were enjoyed by all. The weather was in the high 90's, low 100's, but tolerable for me because of the Delta breeze. WPC members as far East as Ohio drove their cars. Others flew because of their avid following of WPC Meets. IOANC member presence was 15 with car entries totaling 9, which also included other Mopars they owned. (My rough estimate). IOANC members were also awarded a favorable share of awards. In attendance were: Dave and Cam Labhard, Rich and Jan Hardy, Norm Weinfeld, Norm Frey and Kathy, Roger Selby and son Steve, John Tennyson, John Weaver, Larry Foster, Dave Brumaghim, Kenyon Wills, Henry Hopkins and Richard Palmer, Ken and Deb Lang. It was GREAT to finally meet Larry Foster, in person. I also enjoyed meeting Dave Brumaghim for the first time. Thanks, everyone for coming to the event. The four days were jammed packed with activity. The first full day, WPC members enjoyed a bus trip to Danville, Ca. to enjoy the Blackhawk Behring Auto Museum. We were treated to pristine car collectibles, which included a fair amount of Mopars. The rest of the week's schedule was very flexible, and diverse. Trips to Sutter Gold Mine, Wineries, Shopping, Railroad Museum were all for the choosing. We were also able to visit the former Towle Museum, renamed California Auto Museum. Beautiful cars were on display, including our very own IOANC President Dave Labhard (and Camela's) '37 Imperial Business Coupe. Of course the big Competition day, Saturday 24, culminated in a GREAT TREAT of so many different kinds of Mopars, many I've never seen before. We all enjoyed the Awards banquet that evening. Everyone then said their goodbyes, as we look forward to our next event together.



Kenyon Wills



Group Photo

Dave Labhard

Steve Selby

Roger Selby won President Cup

Ken Lang

Rich Hardy

John Tennyson

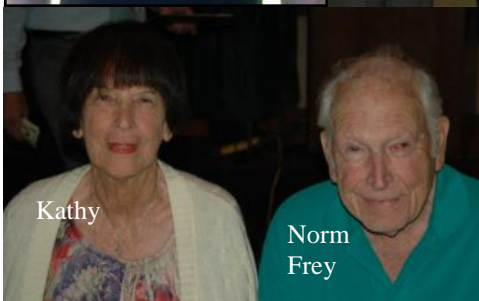
Camela Labhard

Jan Hardy

Deb Lang

To view ALL the WPC entries display, please visit the WPC website:

<http://www.chryslerclub.org>

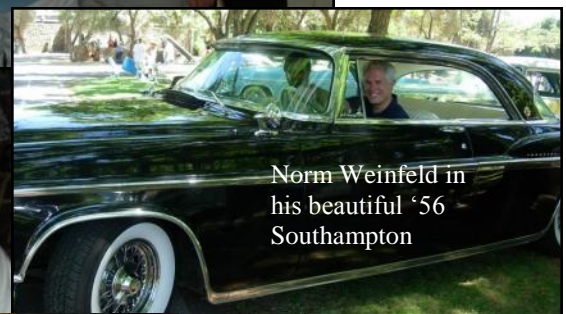


Kathy

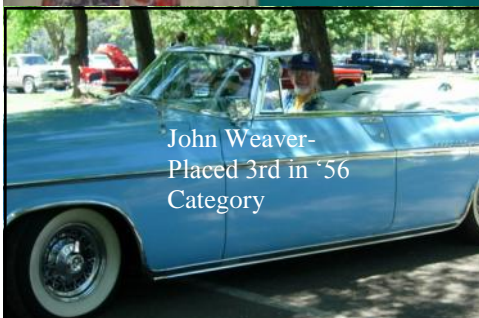
Norm Frey



Larry Foster



Norm Weinfeld in his beautiful '56 Southampton



John Weaver-Placed 3rd in '56 Category



New Friends who drove from Canada-Joe and Charley Brown who own a '67 Imperial Crown Coupe



Henry Hopkins

Richard Palmer

IOANC Members WPC Awards

ROGER SELBY
WPC PRESIDENT CUP – 1964 CROWN 2 DOOR
COUPE

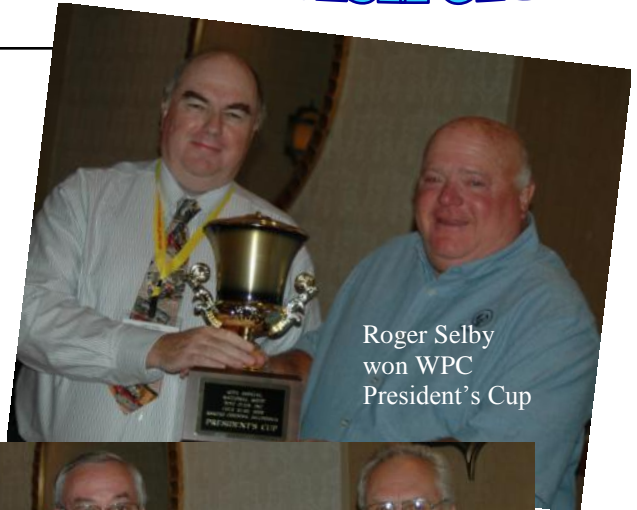
LABHARD'S:
2ND PLACE FOR '37 IMPERIAL BUSINESS COUPE
2ND PLACE FOR '49 CHRYSLER

HARDY'S
3RD PLACE FOR '52 NEW YORKER

JOHN WEAVER
1956 CUSTOM IMPERIAL CONVERTIBLE

NORM FREY
2ND PLACE
CHRYSLER CORDOBA

RICHARD PALMER
AWARD



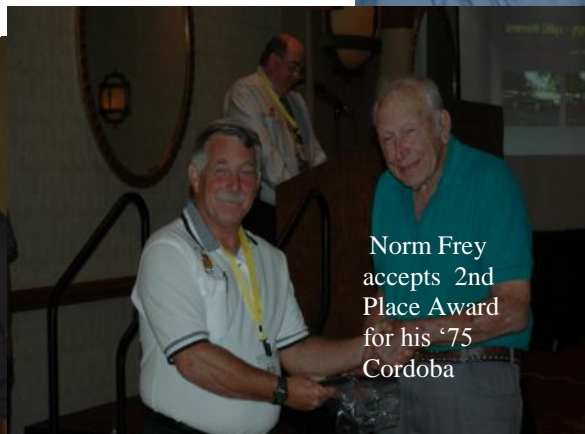
Roger Selby
won WPC
President's Cup



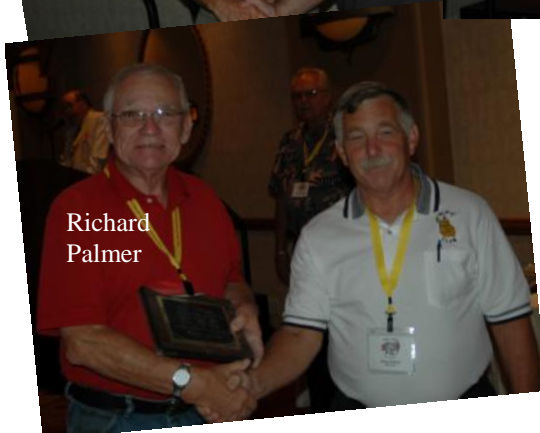
Dave accepted TWO
awards that evening



John Tennyson accepted
award for John Weaver



Norm Frey
accepts 2nd
Place Award
for his '75
Cordoba



Richard
Palmer

NORM FREY HAS
GREAT REASON TO
BE PROUD OF WHAT
HE STARTED IN
1967. THE WALTER
P. CHRYSLER (WPC)
CLUB HAS GROWN
INTO A WORLDWIDE
PRESENCE OF
M O P A R
ENTHUSIASTS !

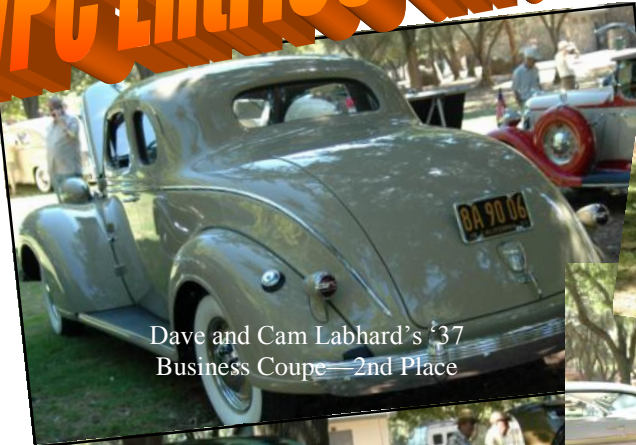


Rich Hardy
accepts 3rd
Place for '52
New Yorker

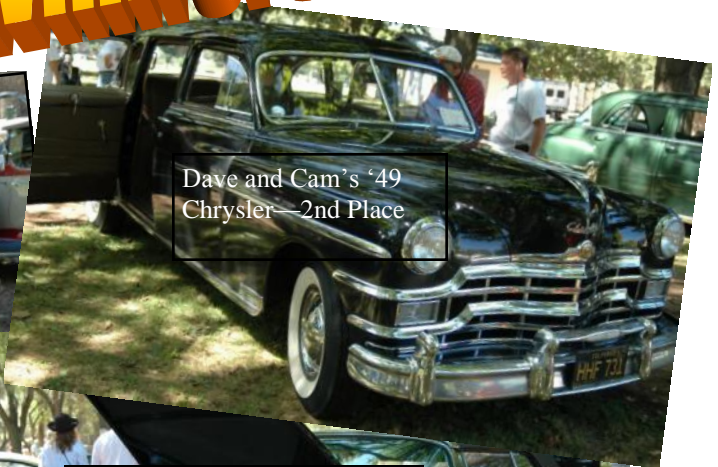
PLEASE ACCESS THE
WPC WEBSITE FOR
GREAT PICTURES OF ALL
THE ENTRIES:

[www.chryslerclub.org/
meetinfo.htm](http://www.chryslerclub.org/meetinfo.htm)

WPC Entries and Winners



Dave and Cam Labhard's '37
Business Coupe—2nd Place



Dave and Cam's '49
Chrysler—2nd Place



Rich and Jan Hardy's '52



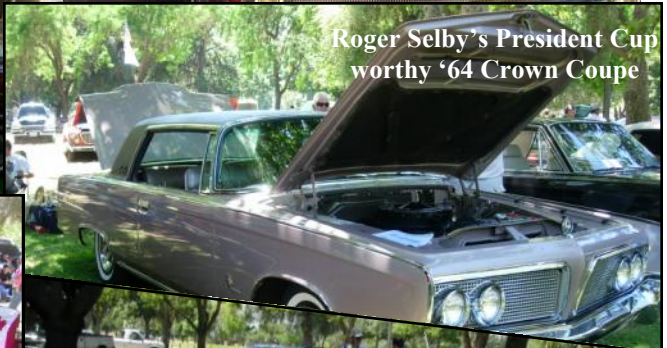
Immaculately restored former
Mayo Clinic Dr's Car—MN—
Wop Best in Show



'72 LeBaron driven
from Colorado



What? Is that Roger Selby in
John Tennyson's '68 Crown
Convertible? Hi Roger!



Roger Selby's President Cup
worthy '64 Crown Coupe



Joe and Charley
Brown's '67 Imperial
Crown Coupe



Norm Frey's '75 Cordoba
2nd Place



Ken and Debbie Lang's
'68 LeBaron

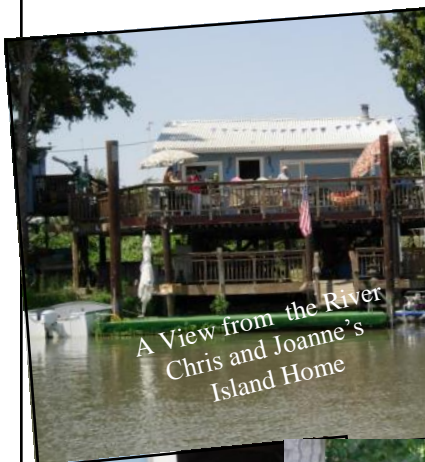


Rich and Jan's '63 Southampton

Chris and Joanne Lunardi's Annual BBQ



Joann and Chris Lunardi, always gracious hosts, invited IOANC and CCPC friends to their remote, beautiful vacation getaway on French Island. It is located on the Sacramento River near Rio Vista, Ca. The day was sun drenched and absolutely gorgeous. Rich and Jan Hardy drove their Motorboat via the waterways from Dixon. They fondly remember water skiing with their kids 20 plus years earlier in the same waters. Rich was very generous to give boat rides to all who attended, with Jan taking responsibility as first mate helping everyone like a pro. The BBQ lunch was sumptuous which included tender cuts of steak and chicken with side dishes of fresh salad and spaghetti. Chocolate cake highlighted dessert! Everyone had a FABULOUS time. In attendance from IOANC were: Dave and Camela Labhard, Rich and Jan Hardy, Doug Walter, Norm Frey and Kathy, and John Tennyson. It was soo neat to enjoy fun in the sun with good friends and meet new ones.



A View from the River
Chris and Joanne's
Island Home



Dave and Cam Labhard,
Jan Hardy, and Doug
Walter enjoying the cool
below the upper deck



Rich and Jan's Motor
boat...FUN!!



Chris Lunardi

Joanne Lunardi



Enjoying BBQ & Friends



Linda



Transportation to and from the Island



Ken Lang, Camela Labhard, Howard,
John Tennyson, Dave Labhard



Linda's Mom

Across the Miles

The Plans We Make (Member Experience)

By Dan Melnik—Beaumont, Ca.

Life is strange! Sometimes it's a decision we made. In this case, it turned out to be a good thing and has been part of my own life for 37 years (and counting!). I am referring to my "Imperials".

In 1971 I was working for AT&T in New York City, living in Staten Island, and had gotten married about 6 months earlier. My then-wife, Margie, called me and said that after work I needed to come over to the address she gave me and see this car she had noticed 'For Sale' in the local paper. I find the address and I see this VERY large 4-door car in the driveway which had a really nice black paint job and black vinyl top. It was a '66 Imperial Crown and I had never heard of an 'Imperial' before. Looking around the sides of the car I could not find out who the manufacturer was since, as I now know, the word "Chrysler" does not show up anywhere on the outside of the vehicle. [The family] needed to sell the car. As I first thought, the car was not 'black', but was finished in Deep Plum and it had lots of factory options which all worked perfectly! These included the Black Vinyl top; Tele-Tilt steering column; AM/FM Radio with Local-Dist buttons and the Reverb as well. The Autotronic dash-mounted sensor and floor button for the Radio 'seek' feature was also working fine. The rear seats had the 'straps' and reading lights that may have been standard or options. A rear window defogger was also there and working as well. I paid \$800.00 for that car and still think it was the best deal I ever made! I drove that car as my daily (and ONLY) driver for many, many years. Things didn't last for long with Margie but I drove that car for another 8 years.

In my job with AT&T International, I traveled a lot, especially to the Sacramento area where I eventually met Donna (the sweetest woman in the world) who became my wife in 1986. Being an Emergency Room RN, [Donna] had no trouble finding a job locally in central NJ. I still had the old '66 Imperial though she was not 'road-worthy' anymore. NY winters will do that to a car! I eventually bought another '66 Convertible (Ruby) plus a white '66 Convertible which I thought I would restore using parts from the old 4-door. 'Ruby' was in reasonably good shape and I thought I could make the white convertible road worthy as well (Bet lots of you have heard that before??).

In 1998, AT&T made me an offer to retire that I could not refuse! So, after 30 years with good ol' Ma Bell I left there and went to Lucent Bell Labs in Holmdel, NJ. Donna and I moved into a really nice house with 2 ½ acres of woods and I naturally brought the three '66 Imperials with me.

Donna loved the house where we now lived [and] wanted to stay there the rest of our lives. I had just finished having a 2-story 25x36 foot, concrete floored barn built for my workshop. I had the walls made 6 inches thick, (for the NJ winters), did all the wiring and had the whole place insulated. I had an AC unit installed plus, I had just bought a car lift so I could actually work on the cars and not have to crawl around under them anymore; plus, I was just finishing off getting the heating system all finished. But then...Donna was diagnosed with a type of Melanoma cancer. Our world came to a screeching halt! At this point Donna decided she wanted to be back in California and closer to her Daughter and Grandkids. We sold everything and moved to Southern California, [to] Beaumont, CA which is about 1-hour from the Grandkids. No, I did not miss New Jersey. I do however, REALLY miss my garage!

Donna's cancer got real bad, real quick. She passed away May 15th, 2005. A year later, Kayla our Golden retriever, who had been my 'anchor' during all the sadness, passed away from cancer as well. Eventually you get through the fog and realize you need something to keep your fuzzy brain moving! That was the main reason behind my buying the '66 convertible (named Doris) to restore. Then, I soon came across ANOTHER Imperial !!! This one belonged to Chris Hawkins from the IML web site or the Imperial Club of Southern Cal. I wrote Chris and asked that he keep me in mind if he ever wanted to sell his beautiful Deep Plum Le Baron. Months later I got a call from Chris saying he was going to have to sell the car and was I still interested? I bought the car with 68,000 original miles on the odometer and have only added about 1000 more since purchasing it. Chris repainted the car from the original Gold color to the current Deep Plum and although the car still looks fine from 20 ft. the paint is in need of a good 'refreshing' as some bubbles have shown up under the paint here and there. I have had the entire front-end redone, new radiator and all hoses, water pump, starter, alternator, battery, center-bearing and driveshaft support replaced. I also had new brakes & wheel cylinders (that I had purchased about 8 years ago) put on all 4 wheels along with new wheel bearings, rear axle bearings and flexible front brake lines plus new tires as well. There are still a few things that 'Baron' needs to have fixed like the AC, the front passenger seat reclining lever and probably a rebuild of the front seats as the old foam is crumbling a little more every time I get in!

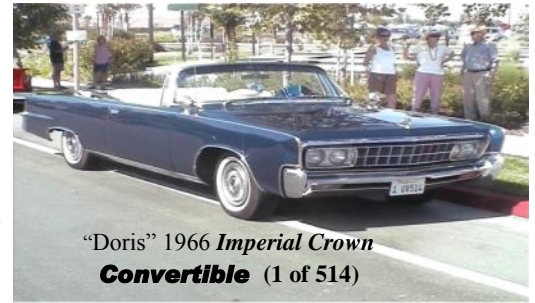


"Baron" 1966 Imperial Le Baron (1 of 1898)

My plan is to shine up 'Doris,' the '66 convertible, once I put the rebuilt carb back on and sell her to get the cash to have a really nice Deep Plum paint-job, and the AC as well, done to the Le Baron. I am hoping to get 'Baron' in good enough mechanical condition to allow me to go on a 1000 mile trip and NOT have to worry about being towed home by AAA....at least, that's my plan! But, we all know how plans can get side-tracked! What I have learned so far is that when those plans do get completely 'side tracked', you go and make a new plan!

Would I ever have owned an Imperial if not for that ad placed in the paper, back in '71??? Who knows! Though I can truly say that Imperial's are and have been part of me for over half of my life

and, hopefully, will continue for some time yet!



"Doris" 1966 Imperial Crown Convertible (1 of 514)

TRUNK TREASURES



Imperial Club's Great Tour—October 1978

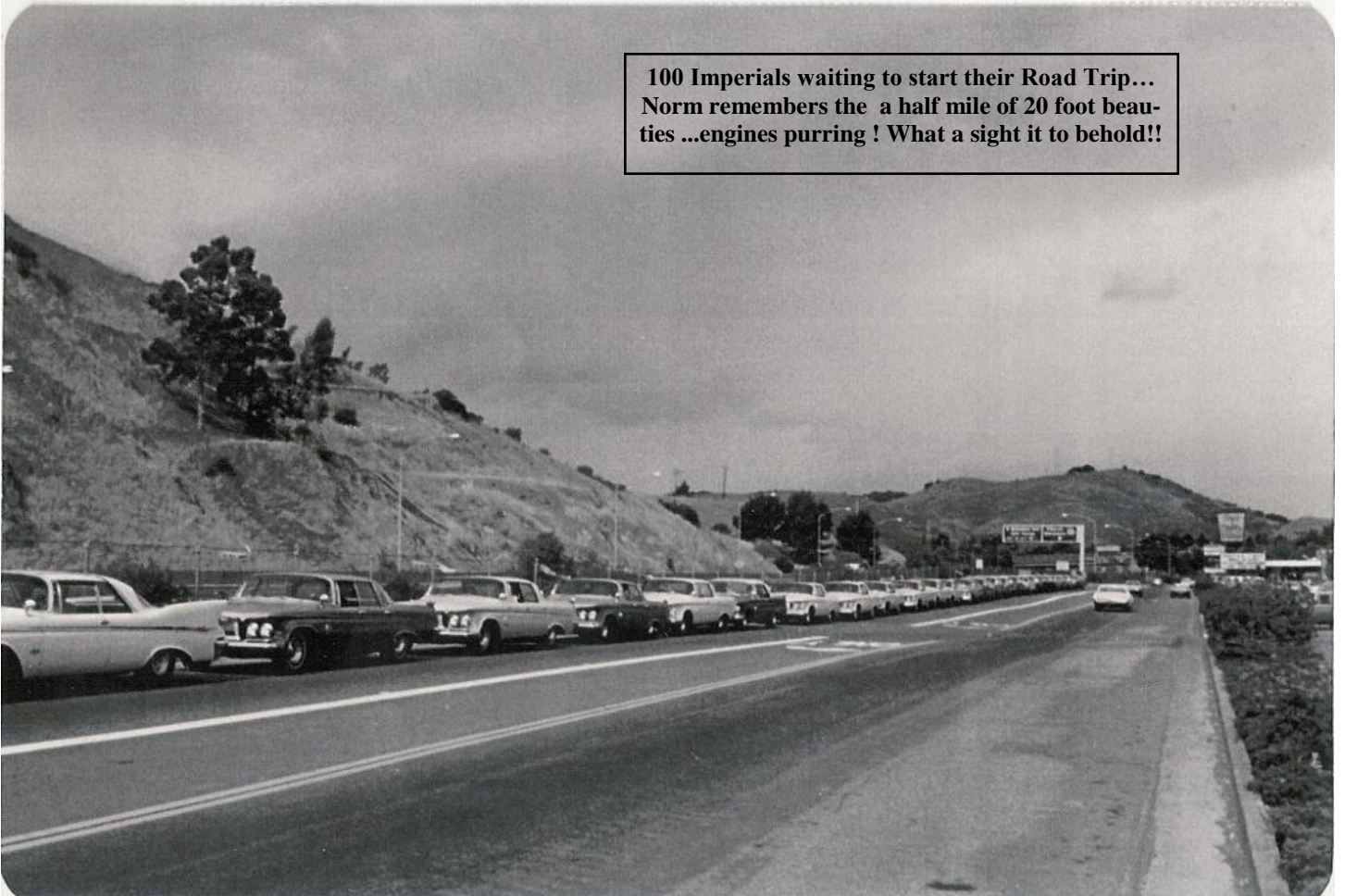
Contribution: Norm Frey

In the early days of Imperial Owners Association of Northern California, Norm Frey clearly and fondly remembers what he calls the greatest Imperial Tour ever. One hundred Imperial owners participated in a memorable event that included thirty five convertibles. We started in San Rafael and followed back roads to Casa Moma Lodge, near the Russian River for Lunch. The Casa Moma Lodge Manager awarded his favorite Imperial with a Classic bottle of wine.

Our tour leader was David Michaels who organized the original Imperial Club and was its first President. Just imagine one hundred Imperials end to end at a length of twenty feet



100 Imperials waiting to start their Road Trip...
Norm remembers the a half mile of 20 foot beauties ...engines purring ! What a sight it to behold!!



Lunch at Casa Moma Lodge.
Norm remembers that there was
barely enough room to accommodate
all 100 Imperials



Members Corner

Welcome New Members

<p>Cathy Ebisui Wahiawa, Hawaii Non Imperial Owner ...as yet Joined in July 2009 gcebisui@aol.com</p>	<p>Bill & D.J. Mitchell Redwood City, Ca. 1960 Crown Convertible Cell: 650-740-8990 Joined July 2009 grr8rides@aol.com</p>	<p>Ronald Stephens Metropolis, IL Non Imperial Owner As yet (618)524-5814 Joined in July 2009 spyseven@webtv.net</p>	<p>Frank and Debba Brown Sacramento, Ca. 1964 LeBaron Joined August 2009</p>
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IOANC Member William Obrien



I was very happy to hear from William O'Brien shortly after the release of our July/Aug 2009 Newsletter. He sent me this great picture of his '57 Imperial. I asked him to give me details. He shares with us the following: "The Hillsborough Concours d'Elegance is the oldest west coast show. It used to be that to be in the upstart Pebble Beach event you had to be in the Hillsborough. Not anymore! My main restorer (many years ago) when I asked him about car shows he stated "You may be able to enter some of the small ones; but you'll never be in the Hillsborough concours d'Elegance. Naw-naw on him. A perfect way to make me a regular there. This year it hadn't rained in six weeks when the 'weekend' arrived. "It always rains at the [event]. 30 cars must pre register for there to be a Tour of Elegance (Saturday drive). This year 15 of us showed up (make that 16; a type D racing Jag without a top showed up, looked at the rain, grinned & waved goodbye. Imperial wasn't pleased following 2 cylinder French cars around narrow mountain roads dodging cyclists. When we finally hit a freeway, Grayson (my driver) floored it then waited for them to catch up near the luncheon site. Love that HEMI Fire Power! The show itself had a dampened attendance. Three Class Prizes—Three Cars: '57 black Nomad—First Place; My '57 Imperial—Second Place, and '57 Oldsmobile Third Place. The 49er Gold Rush were easier on the eye than us old car nuts, so they posed with their pom-poms. Next I was 'Top Gun' at the Mopar Rally in Fremont; no Tommy or Val about it; 1st place class winners from the year before compete, only Top Guns vote, you can't vote for yourself, just 7 of the other T.G's. It works out that the really old cars win so I am 3rd behind some flathead inline Spitfire eights (I voted for them). Got a lot of 'forklift' jokes hauling my trophy to the car. It looks over 4 feet high. LOVE their trophies. Then it was time for heat-stroke at Palo Alto concours d'Elegance. A couple of years back, got Imperial and letter cars as the featured domestic marquee. My baby's image was the featured website & poster image. Onward and Upward, the season's half over.

The Imperial Owners Association of Northern California &

California Chrysler Products Club

Private Car Collection Tour

Santa Cruz Mountains

October 24th

This tour is of a private car collection. This person is a personal friend and we worked at Cisco together several years ago. He (before retirement) was the CFO for Cisco.

I got involved with him when he decided to build a 5700 sq ft. car barn to house 18 of his cars. Eleven of them were Ferrari's. He has since added two more buildings and many more cars. He is passionate about his cars and loves to share them with people who will give him a few minutes to tell the story that goes with the car.

Come join us for what promises to be a fun day of hanging out together and looking at iron with wheels attached.

Meet at: We meet at Kinkos parking lot at 15545 Los Gatos Blvd (next to McDonald's) in Los Gatos at 9 AM. I'll have donuts and coffee for everyone. If you want something a little more substantial you can go to the McDonalds next door.

From Southbound 17 take the Lark Ave. exit. Keep your eyes open as this exit can be tricky if you're not familiar with it. HiWay 85 merges on to HiWay 17 just before the Lark Ave exit. Once at the stoplight at the bottom of the exit, turn left and head towards Los Gatos Blvd. Turn right on Los Gatos Blvd. and go .4 miles to the meeting point on the right.

Driver Meeting: Meeting will start at 9:10 AM. There will be maps and directions for every car and driver.

Departure: We will depart the Kinko's parking lot at 9:20 and head South to the private car collection via the Old Santa Cruz Highway. It is a quaint old road with a few twists and turns but a very enjoyable drive with speeds from 25 to 35 MPH

Car Collection Tour: The tour will run from 10:00 AM until Noon.

Lunch: Lunch at Café Cruz in Soquel (lunch menu on IOANC website) www.ioanc.com

Gas: There is a 76 station on the corner of Lark and Los Gatos Blvd. When you head towards Los Gatos Blvd on Lark, get in the left turn lane and make a quick U-turn into the 76 station. After fill-up, exit the station on the Los Gatos Blvd side and head South to the meeting point.

Questions: Call Ken Lang, Tour Leader: 510-886-5934 eves 6-10 only please or leave a message, or e-mail at: ken@4thelangs.com

See next page for Registration Form

Time Table:

9:00 AM : Meet at Kinko's Parking lot

9:10 AM : Drivers Meeting

9:20 AM : Depart Kinko's Parking Lot

10:00 AM : Arrive at car collection, begin tour.

Noon : Depart car collection and head for lunch

12:30 PM : Arrive at Café Cruz for lunch

2:00 PM : Tour over, go home

**The Imperial Owners Association of Northern California
&**

California Chrysler Products Club

Private Car Collection Tour

Santa Cruz Mountains

October 24th

Registration Form

NAME _____ # in Party _____

ADDRESS _____

E-mail _____ Phone (____) - ____ - _____

Year/ Make of Car _____

Tour Fee – covers cost of Drivers' Kits/Maps/Info \$ 2 per car = _____

Will be joining us for lunch? Yes____ No____

(I need to let the restaurant know how many will be showing up)

Make Checks payable to “Ken Lang” and send to Total \$ _____
him with this form at:

27920 Quercus Ct.

Hayward, Ca. 94542

DEADLINE FOR TOUR REGISTRATION: October 10, 2009 (postmarked)



IOANC
Annual Christmas Gathering
2009



FIRST – Why the change in the weekend of the event (from the first weekend of December to the second weekend)? The “new” Sacramento Valley National Veterans Cemetery is located in Dixon, and last year the Hardy’s participated in the “Wreaths Across America” - and then returned to take some photos of the headstones with the wreaths in place.

After speaking with several members of IOANC during some of the yearly events, many indicated an interest in participating this year. So, if you are interested in joining the event and placing a wreath on a headstone, the ceremony starts at 9:00 A.M. and everybody is welcome to participate. If you wish to join us and for complete information contact Jan at one of the following:

Email: janhardy720@sbcglobal.net Subject: **IOANC wreaths**
Phone: 707-678-5904
Or, snail mail: 720 Sierra Drive, Dixon CA 95620-2736

DATE: Saturday, December 12, 2009
TIME: 1:00 P.M. – Whenever
MENU: Soup and Salad Sampler Buffet
LOCATION: 720 Sierra Drive, Dixon CA
COST: \$12.50 per Person

Following the Wreaths Across America ceremony, for those who attended, you are invited to come to the house where there will be hot drinks and various breads served.

Fill out the information below, tear off, and mail with your check to Jan at the above address.

Cut Here



Name: _____

Number in party _____ at \$12.50 per person = \$ _____

Please make checks payable to Jan Hardy and mail by November 27, 2009 to:
720 Sierra Drive, Dixon CA 95620-2736

2009 IOANC TOUR CALENDAR

JOHN TENNYSON, IOANC TOUR DIRECTOR/COORDINATOR

OCTOBER 2ND, 3RD, 4TH ANNUAL CHRYSLER & IMPERIAL FALL TOUR—
SEQUOIA NATIONAL PARK
JOHN TENNYSON, TOUR LEADER—INFO IN JUNE-JULY

OCTOBER 24 SANTA CRUZ AREA CAR COLLECTION TOUR
KEN LANG, TOUR LEADER,

NOVEMBER 7 ANNUAL BUSINESS MEETING AND TOUR—
HISTORIC BENICIA, CA
FIRST STATE CAPITAL

DECEMBER 12 ANNUAL CHRISTMAS PARTY— RICH AND JAN HARDY'S
DIXON, CA.

[RESERVE THESE DATES NOW](#)

Editor's Note: Hi Everyone, deepest apologies for a LATE Newsletter. I soo APPRECIATE Tony Bevacqua for being this issue's SPOTLIGHT. This past month several IOANC members enjoyed the Walter P. Chrysler Club National Meet held in Sacramento during July, and Chris and Joanne Lunardi's Island BBQ at their French Island vacation home. I want to acknowledge William O'Brien who surprised me with an animated piece about his immaculately restored '57 Imperial and bestowed awards. I sincerely want this Newsletter to be about ALL of our Members, so PLEASE do not hesitate to write me and send photos of your own beautiful Imperial pride and joys. I acknowledge and thank Dan Melnik for his contribution. It was deeply moving to me. Great article, but it is abridged, so stay tuned for the whole story on our website www.ioanc.com soon. . The reason this Newsletter is late is because I suffered a mild heart attack. Fortunately, I was 'in the right place at the right time', and was ambulated to a nearby Cardiology Emergency hospital. I was in an exercise class at the local Jr. College when I became light headed, and my left arm starting aching. I had a stent placed in my right artery which was 99% blocked. Doctors think it was possibly because a blood clot got stuck in an already 50% blocked artery, giving me the symptoms. Otherwise, I surprised MYSELF that I suffered a heart attack. I promise I am taking care of myself, and want to thank each and EVERY one of you who KNEW and supported with gifts and get well cards. Life is PRECIOUS, and I APPRECIATE each new day that I greet. I am grateful to continue this important task of imparting the latest news to all IOANC members. It is that time to RENEW your Membership. We have ONE MORE ISSUE to enjoy before 2010. I will get it out on time!! Let's always live life to the fullest, okay? (smile)

Sincerely, Deb Lang



2010



New Membership Application/Renewal Form

☐ **New Membership Application**

☐ **Renewal**

Members of the IOANC are entitled to six issues of the club newsletter ***Imperial Material*** annually, invitations to club events, tours, and shows, an annual membership roster, participation in the Annual Business Meeting, advertising privileges in the newsletter, and one vote at the Annual Business Meeting and Elections.

Please list all individuals:

First Name Last Name

First Name Last Name

Address City State Zip Code

Home Phone Cell Phone

E-mail

☐ **In lieu of a postal mailed copy, please send my newsletter to my e-mail address listed above.**

Imperials you own:

(If no changes from last year, check the box below)

Year Model Body Style Color

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Year Model Body Style Color

☐ **Use same information shown in last years' roster**

Membership is \$30 for the calendar year, January 1 to December 31, 2009. Full year memberships are due by February 1 for inclusion in the annual roster. For new members only, who join the IOANC after June 30th, dues are one-half the annual rate. Checks payable to the IOANC, along with this completed form, are to be sent to:

IOANC, P.O. Box 14626, Santa Rosa, CA 95402

REMINDERS

- Joint IOANC and CCPC Car Tour of Private Car Collection in Santa Cruz Mountains hosted by Ken Lang. Deadline for Tour Registration is October 10. Make \$2 per car checks payable to Ken Lang and send to 27920 Quercus Ct., Hayward, Ca. 94542. Questions, please call 510-886-5934 between 6-10pm, leave msg, or email: ken@4thelangs.com.
- 2009 Annual Business Meeting & Tour, Saturday November 7, 2009. Registration form and more detailed information will be available mid-October. Stay tuned.
- Cars &/or parts for sale are printed in the club newsletter at no cost to members. If you have an ad you want listed, please email Dave Labhard at dlabhard@surewest.net or the club mailbox.
- If you would like to change the format in which you receive the *Imperial Material* from printed to electronically, or vice versa, please email Debbie Lang at deb@4thelangs.com.
Emailed newsletters are in full color; mailed copies are in black and white.
- Please contact John Tennyson if you would like to host a tour for 2009!
- If you know of anyone who would like to join IOANC or Renew, the Membership form is on our website www.ioanc.com
- Thanks to Ken Lang for assisting me with the Newsletter and Mailings. Thanks to Rich & Jan Hardy for Picture Assist.

IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA

2009 Executive Board Club Officers

President	Dave Labhard	Sacramento	916-825-7999
Secretary	Bob Trepanier	Santa Rosa	707-527-5940
Membership VP	Tom Egger	Modesto	209-545-1481
Newsletter Editor VP	Debbie Lang	Hayward	510-886-5934
Treasurer	Jimmy White	Citrus Heights	916-726-2409

Appointed Ex-Officio Club Officers

Events Director	John Tennyson	Sacramento	916-481-3546
Historian	Charlene Quinn	Wilton	916-687-8101
Photographer	Rich Hardy	Dixon	707-678-5904

<u>Club Address:</u>	P.O. Box 14626	Santa Rosa, CA	95402
<u>Dues:</u>	\$30 per annum	Checks payable to:	IOANC
		Mailed to:	Club Address above

<u>Website:</u>	www.ioanc.com	Type into address bar to access
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The Imperial Owners Association of Northern California

2009 Annual Business Meeting & Tour

Historic Benicia, CA
First State Capital

Saturday, November 7, 2009

Preliminary Schedule* & *Information Sheet*

- 9 a.m. Sacramento members meet at Nut Tree Mall – site of Old Nut Tree on I-80 for caravan to Benicia
- *10 a.m. Everyone Meets at Old State Capitol, 1st St., Benicia – for docent tour.
- 11 – 12:10 Browse Shops and Buildings in Historic Benicia
- 12:30 - Lunch & Business Meeting – Union House Restaurant – South 1st St.
2:15pm \$20 per person - select from menu – pay individually
- 2:15pm Caravan to Camel Barn Museum, East Benicia
- 2:30 – 3:30pm
Visit Camel Barn Museum & military exhibits - \$5 per person
- 3:30 p.m. Say Good-byes and leave to Return Home

** Tour of Capitol Building in the morning subject to change due to possible budget cut closure – substitute morning tour will be arranged if needed – final schedule, registration form and more detailed information available by mid-October.*